



Anzeiger

March, 2015





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Anzeiger

Volume 55 No. 2
March, 2015



13



19



21

COLUMNS

- 8 From the President
- 10 Still Plays with Cars
- 13 Spinnen
- 17 Notes from National

FEATURES

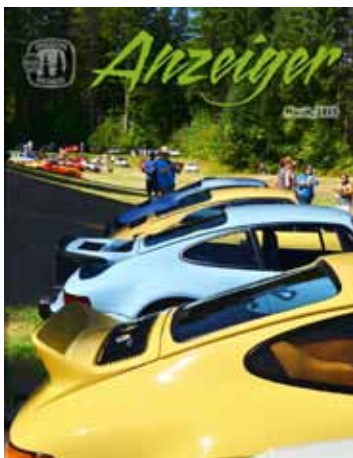
- 11 In Memoriam: Michael McBride
- 19 914 Tech Session Offers Advice, Conversations
- 21 911 Tech Session Features Phenomenal Cars in Ideal Setting
- 31 Announcing the Anzeiger Cover Contest

COMING EVENTS

- 24 Tech Session at Matrix Integrated
- 24 AX Tech Session at Matrix Integrated
- 25 March Social and Dinner
- 25 Tire Rack Street Survival 2015
- 26 Drivers Skills Clinic and Autocross 1 & 2
- 28 Spring Clean at Matrix Integrated
- 28 60th Porsche Parade
- 29 2015 Club Racing West Coast Series

DEPARTMENTS

- 6 Oregon Region Events
- 11 New Members and Anniversaries
- 31 Resource Directory
- 33 Marketplace



ON THE COVER

A lineup of Easter-egg-hued Porsches at "Commemorating 50 Years of the Porsche 911" at Skamania Lodge. Photo by Charlie Scott.

Cover Submissions

We're always looking for high-quality, club-related photography for the cover or elsewhere in *Anzeiger*. For more information, contact Photo Editor Bob Schatz, bob@allusaarchitecture.com, and see page 31.

Anzeiger

Noun, German

1. One who indicates, shows
2. One who informs

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Classified ads are a free service provided to Oregon Region Porsche Club of America members.

Ads will run for two issues. To submit, update, remove or renew an ad, send an e-mail to classifieds@oregonpca.org. Copy received by the 15th of the month will be included in the next issue of *Anzeiger*.

Each item is limited to 50 words. When selling a complete car, submit copy in this sequence: year, model, body style, additional features, mileage, price, your name, phone number and an optional e-mail address. Each ad may be accompanied by a single photograph; however, inclusion is subject to the availability of space.

Items offered for sale must be the personal property of the member and not connected with any commercial enterprise. Display advertising space at nominal rates is available in *Anzeiger* for commercial products and services.

Non-members may place classified ads for \$15 per ad (\$25 with photo), per issue. Items must adhere to the requirements stated above and are subject to space availability. Mail payment—make checks payable to Oregon Region PCA—to the address listed in the masthead under Treasurer.

Oregon Region Porsche Club of America reserves the right to reject or edit any ad, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

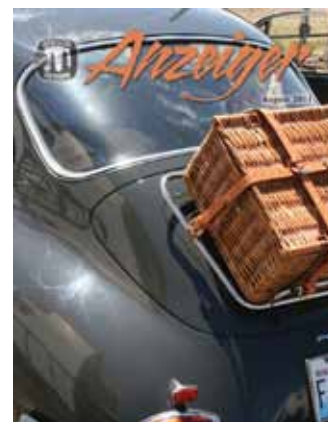
Anzeiger

Commercial Advertising

Looking for exposure to an audience of high-end car enthusiasts? *Anzeiger* welcomes your advertising. Our annual rates are shown below; the per-issue rate is obtained by dividing the annual rate by 11.

All advertising is to be provided in a digital format. Please contact marketing@oregonpca.org for exact physical dimensions, mechanical specifications and requirements. The rates below do not include the production of the ad in digital format.

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2/3 page	\$2,124
1/2 page	\$1,656
1/4 page	\$1,143
Business Card	\$550



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*See dealer for full details and restrictions.

Oregon Region Events



March, 2015

- 11 Board Meeting
- 14 Tech Session at Matrix Integrated
- 18 Monthly Club Dinner and Social
- 28 Driver Skills Clinic (DSC)
- 28 Autocross #1
- 29 Autocross #2 at PIR

April, 2015

- 8 Board Meeting
- 11 Spring Clean at Matrix Integrated
- 15 Monthly Club Dinner and Social
- 17-19 Cabin Fever Tour: Otter Rock
- 17 Autocross #3

May, 2015

- 2 Teddy Bear Parade
- 9 Arrive and Drive
- 13 Board Meeting
- 14 Porsche of Bend Track Day at PIR
- 17 Whoop-n-Holler Drive
- 17 Autocross #4 at PIR
- 20 Monthly Club Dinner and Social

June, 2015

- 10 Board Meeting
- 13 Arrive & Drive
- 13-14 LeMans 24 Hour
- 17 Monthly Club Dinner and Social
- 19-21 Rose Cup Races at PIR
- 22 Porsche Parade in Indiana
- 28 Autocross #5 at PIR

July, 2015

- 8 Board Meeting
- 9-12 Northwest Passage
- 10-12 Portland Vintage Racing Festival
- 15 Monthly Club Dinner and Social
- 18 Arrive and Drive
- 19 Forest Grove Concours at Pacific University
- Autocross #6 at PIR
- 25-August 9 Zone 6 Grand Tour

August, 2015

- 9 Autoross—Open
- 12 Board Meeting
- 16 Summer Picnic
- 19 Monthly Club Dinner and Social
- 23 Autocross #7 at PIR
- 28-30 Crater Lake Tour

September, 2015

- 9 Board Meeting
- 11-13 Festival of Cars in Bend
- 12 Arrive and Drive
- 16 Monthly Club Dinner and Social
- 20 Autocross #8 at PIR
- 25-27 Rennsport Reunion at Laguna Seca
- 27 Sand Cruise In Gearhart

October, 2015

- 10 Arrive and Drive (Burrito Run)
- 14 Board Meeting
- 21 Monthly Club Dinner and Social
- 24-25 Astoria Overnight (Goonies)

November, 2015

- 11 Board Meeting
- 13-15 Rainbonnet
- 18 Monthly Club Dinner and Social

December, 2015

- 6 Holiday Party
- 10 Board Meeting

**See www.oregonpca.org
for the latest schedule
of all activities**

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Having this on your instrument panel would definitely add to your peace of mind! In the meantime, know that at Marque Motors, we don't just specialize in Porsches—we live them, and we understand them. And in our opinion, the next best thing to working on Porsches is talking about them. Visit our website for tech tips, product updates, information and more at www.marquemotors.com. We specialize in:

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**FROM
THE
PRESIDENT**
Joe McQueen



So You're a New Member—Welcome!

I have had conversations with many new members and I learn that often they don't understand what the club represents. When purchasing a car—the like of which has few, if any, equals—the owner has three primary reasons: 1) everyday transport, 2) cachet, and 3) driving enjoyment. Let's not kid ourselves—No. 2 is always there, and No. 1 may not be true; however, No. 3 is what the club represents.

Joining the PCA and ORPCA represents the owner's commitment to learning about the history, engineering, and capabilities of their car. Some members stop at the first two and just read the magazines, that's okay; I was one of those in a previous life. I saw the light in 2006 and got involved. I took it to the next level—it's about the people.

You can't really join a club and not participate in its activities. We have more than 400 active ORPCA members, and they don't all show up for every event; however, most attend at least two or three events a year. Our participation numbers have grown significantly in the last two years, and we may have to limit some venues unless we can increase the number of events. Fifty cars is about the limit for a tour; keeping them together while finding meal and lodging venues are our limiting factors.

We also have a growing segment of the membership that we need to address: SUV and sedan owners. We especially wish to create some events directly for Cayenne and Macan owners, getting them off-road and show off their remarkable capabilities. Here we need an SUV Chair for the club.

New members, find that event or activity that conforms to your concept of enjoying Porsche ownership and get involved.

We have four primary and planned activities—Social, Track, Technical, and Touring. Each is fun on its own, but participating in multiple events and activities give you the opportunity to meet lots of like-minded members. The Autocross program is a social and competitive pursuit on its own. Our touring events try to find the best backroads in Oregon and Washington to do a bit of spirited driving, or casually watch the scenery. Our Tech Sessions are very educational, and are a great way to learn about the maintenance and performance of your Porsche. And finally, the pure social aspect of the club experienced each month at the Dinner Meetings; a great venue to discuss the world of Porsche ownership and the current state of the Marque.

Then there is the highest form of participation, getting involved in club operations. Participating at this level can be helping out at an event or actually chairing an event, great for the mind and body. We offer mentoring, guidance, and technical training for those who wish to take that next step. You will never regret it.

I will expand/expound on the details of each type of activity in later ramblings. Had rotator cuff surgery and I'm doing this one-handed; will do better next month. Get out, get the baby dirty, and most of all be safe. ■



Arrive and Drives are a great way for new members to become involved in the Club. Photo from the June, 2014 A&D by Jim Barless.

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**STILL
PLAYS
WITH CARS**
Peter Linsky



Lower Oil Prices? Time Will Tell the Long-Range Effects

The price of gasoline began dropping steadily last fall, as OPEC announced it was holding its oil production levels steady. As the Christmas holidays neared, crude oil prices tumbled to the \$50 a barrel range. Is that good news or bad news? Lower oil prices at the wellhead should translate to lower retail prices for refiners, and thus lower prices for consumers, giving us more money to spend on things other than energy. The other side of the coin, however, could mean that new drilling and production, especially in the U.S., would become unprofitable, and drive smaller operators out of business. Is that OPEC's real strategy? With less U.S. production, would OPEC and Big Oil then be in a position to raise prices again? Would cheaper oil encourage greater use of fossil fuels, and slow or halt development of alternative energy sources? Time will tell.

Did you know that it's been 20 years since Congress repealed the National Maximum Speed Limit law? The NMSL was created by Congress in 1973 in an effort to offset the impact of the Arab Oil Embargo, and the law took effect in January of 1974. It was supposed to be only a temporary statute, but once in place, it proved extremely difficult to un-do even when the oil shortage disappeared. As Bob Rassa wrote in Porsche Panorama back in 1995, some members of Congress noted that highway fatalities declined after the law took effect, and that convinced the government that "speed kills." In fact, wrote Rassa, studies found that the drop in traffic deaths was primarily due to a sharp decline in miles driven and very intense police enforcement of the new speed laws. A few states, such as Montana, declined to enforce the new lower limits at all, instead issuing much milder "energy violations." Today, many states have posted limits in rural areas that allow much higher speeds, 80 mph or more, and highway deaths are still on the decline per miles driven.

Before you pick up the telephone or send an e-mail to your insurance agent to file a damage claim on your car—or your home, for that matter—sit down, take a deep breath, and consider this: Filing a claim will almost certainly drive up your insurance premiums. You probably knew *(Continued on next page)*



STILL PLAYS WITH CARS, CONTINUED

(Continued from previous page) that. But there's something else: Just asking about a possible claim could drive up your insurance rates as well. Michael Strong, writing for *The Detroit Bureau* weblog last December, brought some interesting information to our attention. Referring to a new report from InsuranceQuotes.com, Strong says filing a damage claim could have serious implications for your wallet. The report found that the average national increase was about 38 percent, but in litigation-happy Massachusetts, your rate could jump by 67 percent. Strong interviewed Laura Adams, an analyst for InsuranceQuotes.com, who explained that the insurance industry has some peculiar practices. You already know that your past claims history has a direct impact on the price you pay for coverage. In some states, she says, an insurer can raise your rates if you so much as ask about filing a claim. You might ask your insurance agent what its policy (no pun intended) happens to be. Eating a large deductible is painful enough, but paying a penalty for the simple act of filing, or just trying to get some information, seems outlandish.

Finally, I'd like to announce that I am going to take a break from writing a monthly column for *Anzeiger*. I joined Oregon Region in 1980, soon after Janice and I bought our 911, and began contributing articles and comment back in the 1990s. I've had a great time looking for automotive news that I thought would be of particular interest to the Region, and sharing my thoughts about various events that I've attended. Over these many years, I've had a lot of positive feedback from the membership, and I'm happy that I could contribute my *zwei pfennigs* on a broad range of subjects. I'll still pop up here and there, and I plan to attend Rennsport V this October, so you haven't heard the last from me!

As always, drive carefully, and enjoy your Porsche! ■

Editor's Note:

Heartfelt Thanks

On behalf of everyone involved in *Anzeiger*—including its readers—we extend a sincere thank you to Peter Linsky for his many years of great writing for the magazine. His hundreds of columns have been consistently lively and informative, and his reporting (including stunning photos) on special events near and far have been unsurpassed. Thank you, Peter, for hours of reading enjoyment, and we look forward to your *zwei pfennigs* on events and issues that you find of interest. We're glad you plan to stay in touch! —Nancy Scott, Editor

New Members

John Tabbal / Janet Tabbal
West Linn, OR
2002 Boxster Cabriolet

Anniversaries

5 Year Anniversary
Michal Fohl

Anh Le / Carlos Santayana
Jeremy Williams / Justin Williams

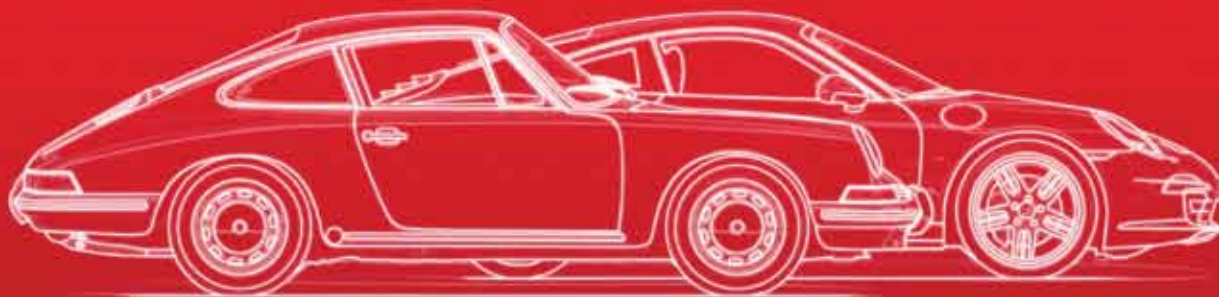
30 Year Anniversary
Bryce Kennedy / Jake Kennedy
Gene Zinda / Ethan Zinda

35 Year Anniversary
James Flynn

In Memoriam: Michael McBride



We are sad to report the passing of ORPCA member Mike McBride of Lake Oswego. Mike's many hobbies were reading, boating, flying, motorcycling, mornings at Starbucks and a passion for electronics, as well as his 2005 987 Midnight Blue Porsche Roadster. Mike will be missed.



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SPINNEN

Randy Stolz



Cuba Libre!

When word of US-Cuba talks to normalize relations came on TV, my mind went back to those cars that stand frozen in time. But there was more than just American automobiles in Cuba before the trade embargo imposed in 1962 ... much more.

The Fear that Was

With Cuba, most folks recall Fidel Castro. Some of us lived through the Cuban Missile Crisis. I have a singular memory of that time during the Cold War. It was the nervous conversation at the dinner table between my parents. They realized that Castro had become nothing more than a replacement for the previous dictator (Fulgencio Batista); with a difference. Instead of mafia-led gambling, prostitution and brutality, now we had a seriously insane leader whose ego was easily massaged by Russia and, more brutality.

Those civil defense drills in school when I dropped under my desk, the CONELRAD (Control of Electromagnetic Radiation) stations marked on the radios and talk of bomb shelters; all were a quite bit more than just kitschy “signs of the times” current culture would have you believe. There was palpable fear.

How bad was it? On October 27, 1962, Castro wrote a letter to Soviet Premier Khrushchev urging him to use nuclear weapons and sacrifice Cuba if necessary. Thank God I was young and ignorant with regard to world events and that cooler heads prevailed ... but let's get back to cars.

Making the Best of It

Today, Cuba is the repository for the largest collection of '40s and '50s American cars on the planet. Even though their odometers have turned over many times, most are kept alive by ingenious repair despite virtually no spare parts. Instead, you may see a fire pump engine powering an old Ford with brake fluid made from a mixture of mineral and plant oil. I seem to remember early British F1 designs using the Coventry-Climax fire pump engine, though likely it wasn't as finicky as the ones in Cuba. If you've been thinking about importing a classic American car when and if the trade restriction is lifted, I'd forget it (none are likely original anyway). Rather, I'd find a good Cuban mechanic!

Next to baseball (a religion in Cuba), automobile racing in the '50s had a rich tradition in Cuba. Races were conducted by local clubs and sometimes in conjunction with the Florida SCCA. According to Joel E. Finn's book, *Caribbean Capers*, racing in Cuba goes back to the time of the Spanish-American War in 1901. *(Continued on following page)*



The Malecón of Havana today. Photo courtesy Wikipedia.

SPINNEN, CONTINUED



A support race for the 1957 Cuban Grand Prix. Apparently, Buicks were the hot setup. Photo thechicaneblog.com

(Continued from previous page)

The Lure of Sport and Money

At the peak (?) of the Batista period, Cuba imported cars at a rate of over 100,000 per year. The tourism and gambling boom had created an aura of real wealth. Some envisioned ferries to carry as many as 150 cars from Key West, Florida, in three hours, and ferries and highways to link the Yucatan peninsula in Mexico. For much of its history, Cuba was the wealthiest nation in the Caribbean. Spain, the U.S. and the rest of Europe had provided demand for its exports, but the perverse economy of Batista was coming to an end and he knew it; he simply had to attract more rich tourists and gamblers to build his pension, should Fidel end his reign prematurely. One of those attractions was the Gran Premio de Cuba (Cuban Grand Prix) to be held in February, 1957.

Mambo Italiano

Ah, Havana! Aside from the hotel casinos that were raking in the cash, you could almost imagine Rosemary Clooney on the radio, the sound of bongos and laughter at dusk, a well-made daiquiri, even a sighting of Ernest Hemingway in a quiet bar on a side street. But other streets held old garages with the sound racing engines, a mallet wailing away on a knock-off hub or the quiet clink of wrenches making adjustment after the first day's practice.



Cuban Corners. Romantic, maybe. Dangerous, absolutely! Photo hemmings.com

A non-championship race of 500 km (90 laps), the course consisted of highway along the Havana oceanfront called the Malecón (a favorite backdrop location for TV news journalists of late). With a return through a few city streets paralleling the highway, it was 3.5 miles of street circuit with cars approaching 170 mph at the end of the Malecón. Between the crowd and the cars, there was no ARMCO or catch fencing, but plenty of curbing, light poles and hay bales. The start/finish line was located at the then-shiny new U.S. Embassy.

While 1956 saw Porsche 550 Spyders win at the Targa Florio, Reims 12-hour, Nurburgring and the Berlin GP, in the winter of '56-'57 the factory was concentrating its efforts on the new Type 718 (RSK) Spyder for the coming season while supporting its privateers (that dual role is still in place today). *(Continued on next page)*

SPINNEN, CONTINUED

(Continued from previous page) While a few private 550 entries were made at the 1000 km of Buenos Aires in January of '57 and Jean Behra and Hans Hermann were scheduled to enter the Cuban race, the entry was scratched.

The inaugural race was dominated by the Italian marques with Fangio (Maserati 300S), Carroll Shelby (Ferrari 410 Sport), and the Marquis de Portago (Ferrari 857 S) filling the top three positions with Peter Collins winning the two liter and under class in a Ferrari 500 TR. The Sterling Moss/Harry Schell Maserati DNFed with engine trouble at lap 78. As luck would have it, no reports of serious injury are found. The race was deemed a success—unless, of course, you take into account the post-race “festivities.”

As President Batista and his entourage were returning to the presidential palace after the race, he and his escort got caught up in the traffic. A group of poor blacks seeking only favors from a president, as was often the case, was met with paranoid, indiscriminant force by the escort detachment and Secret Service. While the paranoia was fueled by recent attacks by Castro's July 26 Movement, the reality of the Batista strong arm tactics was again reinforced ... another log on the fire of revolution building in the Sierra Maestra mountains.

The balance of '57 saw Alfonso de Portago die in the Mille Miglia, killing seven spectators and making it the last to be run. Ferrari and Maserati would have a titanic duel for the World Sportscar Championship down to the last race in Caracas, Venezuela, where virtually the entire Maserati team was wiped out by a series of unfortunate race incidents.



Alfonso de Portago #12 Ferrari and Juan Manuel Fangio #2 Maserati had a race-long duel until the Ferrari lost oil pressure 3 laps from the end. Pinterest photo



Hanstein fresh from the 1000 km of Buenos Aires would head north to Cuba in '58. With him were the 550s of Roberto Mieres and Antonio von Dory, both from Argentina. Photo Type 550.com

From Honeymoon to Horror

Beginning in 1958, Porsche KG was concentrating its efforts on the world championship races and sent team manager Hushke von Hanstein and two 550 Spyders to the first round in Buenos Aires. One car was designated for Stirling Moss/Jean Behra, who finished third behind the factory 3.0 liter Ferraris. The second car for Edgar Barth/Roberto Miéres/Anton von Dory finished fifth, behind another 3.0 liter Ferrari. Interestingly, it is written that von Hanstein flew his wife Ursula over as a substitute for the oft-promised honeymoon (a decision that likely brought rewards off-track as well). This proved to be great timing, as the following event in Cuba would prove a lot less romantic.

Perhaps not as well known to Porschephiles as Edgar Barth, and not as talented as fellow Argentinian, Fangio, Roberto

Miéres drove Formula 1 cars for Gordini and Maserati in 1953-55. With a fourth place at Buenos Aires the previous year in an Ecurie Ecosse Jaguar, he was in one of the 550s to run in Cuba. Even less known was the gentleman racer, also in a 550, Anton (Antonio) Von Dory. He was a Hungarian-born Count who immigrated to Argentina after WWII and became the first Porsche dealer in that country. Anton's brother, Peter (Pedro) also was also an entrant, again with a 550, at Buenos Aires in '58 but DNFed. Roberto and Antonio would be significant *(Continued on next page)*

SPINNEN, CONTINUED

(Continued from previous page) contributors to Porsche's success in the late 50's (and Pedro, to a lesser degree).

The 1958 version of the Cuban GP, like Cuba today, was a completely failed enterprise. Batista had spent more money opening a new Sports Palace with other events, and so the organization was spread thin. Naturally, Fidel wanted to disrupt, if not ruin the affair, to the embarrassment of the dictator. He needn't have had to kidnap Fangio the night before the race, as mayhem and death were at hand.

Like the year before, invitations were sent to the leading factory teams and privateers. Of course, any local amateur racer with enough backing could enter; no qualification race was required. Practice saw at least one flag station display both a red and yellow flag to signal oil on the track, as all the corner stations had no oil flag, and no communication either. The loudspeakers on the course were unintelligible. The organizers even asked one reporter for her stopwatch for the few competent timekeepers. Despite this, Hushke, Anton and Roberto were on the grid in a field of 28 cars including Sterling Moss, Phil Hill, Masten Gregory, Jean Behra, Carroll Shelby, Maurice Trintignant, and Wolfgang Von Trips. Among them, over his head, was a young Cuban, Armando Cifuentes.

There exist many reports of this race and the kidnapping (details of which are left for the curious) in print and on the internet. One of the first was "Not Enough Odds," by D.M. Bartley, appearing in the May '58 issue of *Sports Cars Illustrated* as follows:

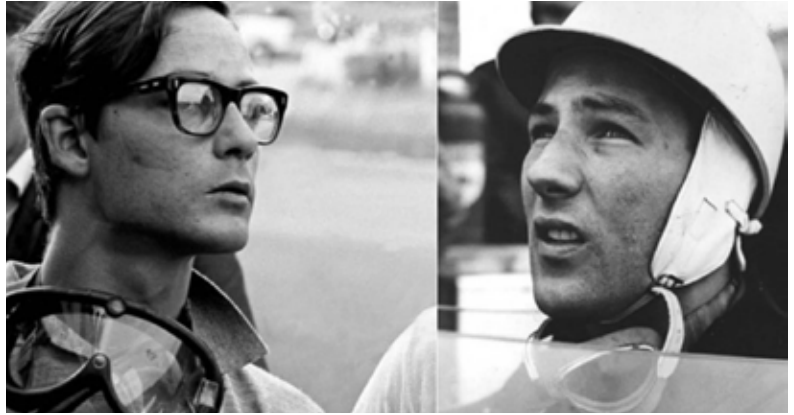
"... The brief race actually began about 1 1/4 hours late, partly because it was rumored that Fangio had been released and was on his way to the circuit, and partly because of incomplete organization. Gregory in John Edgar's old 4.9 Ferrari was first off the line. Moss quickly passed him in the North American Racing Team's 4.1 Ferrari. Then the Englishman held a very narrow lead for most of five laps, with Carroll Shelby in a 4.5 Maserati not far behind in third. On the fifth lap, Gregory passed Moss into the lead. Moments later, the Cuban driver Cifuentes lost control and plunged into the crowd."

As the race was stopped after six laps, seven spectators lay dead and 30 more were injured, including Cifuentes—who was subsequently charged with manslaughter. For his part, Cifuentes was merely the instrument of destruction made ready by what many drivers agreed to be an extremely slick track. After the three prior support races, Miéres, having an oil pipe let go, another car in the pits after four laps needing oil, and yet another on the course clearly leaking oil, any thought of what some considered sabotage was beyond consideration. Red flags were shown at the accident site only leading to confusion among drivers given the previous day of practice. It hardly matters what the finishing order was suffice to say that Moss and Gregory split the prize money, Roberto finished 13th, Anton 17th and Hushke von Hanstein DNFed.

Bartley concludes with a term often used in gambling, racing, and politics, "The seven people who were killed did not die as a result of a fluke accident like that of Le Mans (1955). They just didn't have enough odds."

Better odds prevailed with Porsche. By the time Sebring arrived in March, the 718 RSK was ready, coming third overall. The balance of 1958 saw podium finishes for Porsche at the Targa and Le Mans with outright wins at Rouen, Zeltwig and Berlin. So too were the odds for Fangio who drove his last race at the French Grand Prix and retired.

The odds were becoming increasingly bad for Batista as Castro's 26 July Movement gained strength but there would be one more Gran Premio, perhaps the best. I'll tell you about that, next time. – KEEP SPINNEN ■



Masten Gregory and Sterling Moss would split the prize money after a disastrous finish.
Photos espnf1 and virginmedia



I Have Good News

Hey, calling all Porsche owners. I have very good news. The Western World has turned its back on car culture.

That was the headline for a piece that appeared in early February on *Quartz*, a digital news outlet for the “new global economy” that originates in the UK.

The writer, Leo Mirani, makes a very compelling case. He cites data compiled by Schroders, an asset management firm, which show that car sales may never recover to their pre-recession peak.



Why? Two things; urbanization and smart phones.

Young Americans are getting their driver's licenses later than ever. And many, on both sides of the Atlantic, are not getting their licenses at all.

What they are doing is living in urban meccas; some two-thirds of American “millennials,” those born after 1984, for example, live in cities today. And 40 percent of them say they have no plans to migrate to the suburbs like their parents did, a generation ago.

For them, cars are simply not relevant as a status symbol. And getting a driver's license is no longer a right of passage.

What is important to them is the smartphone ... and apps ... apps that enable real-time access to public transport and private services like Uber and Lyft. Owning a car, then, becomes an unnecessary expense.

According to the research, smartphones also cut car use by allowing people to stay in contact, virtually. And that, in turn, then reduces the number of trips people take. The author cites a researcher at Microsoft who notes that what the drive-in was to teens in the 1950s, and the mall was to teens in the 1980s, social media are to teens today. And you don't have to go anywhere to play.

Then there's e-commerce. If your supermarket delivers for a nominal fee, or Amazon brings your on-line purchases to your door, still more trips are obviated.

And the story's similar in emerging markets. In developing economies, increases in car sales have led to gridlocked cities. And that's often due to minimal or a complete lack of urban planning. Take Beijing, please. Or take Delhi, which was recently cited for the worst urban pollution on earth.

In response, governments are pouring vast amounts of money into urban transit. *(Continued on next page)*

NOTES FROM NATIONAL, CONTINUED

(Continued from previous page)

Where that leaves market growth for the automobile is anyone's guess. In point of fact, signs are emerging that these economies will follow Western examples and adopt new technology ... app technology.

And that will, quite possibly, lead to what's called "structural stagnation" in the developed world's auto industry ... with the preponderance of vehicle sales driven by replacement demand.

What to do?

Stop! No, go! This is good news! Here are the implications the researchers failed to acknowledge.

You won't have to teach your teen how to drive. Which should add 10 years to your life, minimum, if only as a result of decreased blood pressure.

And, if they don't have a license, you won't have to endure the scene of watching them pull up to your house, with the radio blaring, and your child engaging in multiple conversations with friends, by text and voice, simultaneously. Or wonder where they really are, when it's prom night and they've called in to say they're alive and well.

Add another 10 years, minimum.

You won't have to lay out the cash for your kids' first wheels. I remember doing the down payment for the first vehicle that both of my daughters bought. Will they do the same for their children? Hardly likely.

You'll have more room on the road. When the bulk of transportation is provided by app-based services, along with Smartcars, rapid transit and, let's face it, it's inevitable, self-drive vehicles, lanes will open up before your eyes, traffic will melt away and it will be smooth sailing, up to and through that favorite sports car loop.

You'll be able to pick up that dream ride for a song. Because demand will drop through the floorboards.

And those lightly used resales will proliferate. Because great gobs of baby boomers will soon be moving into assisted living facilities, where transportation will be taken care of ... by livery services. And all of their used toys will flood the market ... making the cost of entry lower than ever before.

And what of the social stigma of driving a machine that's, out and out, made for performance? Let them eat their hearts out. In the greater scheme of things, we'll be a drop in the bucket, a rounding error in a vast sea of automated mechanization. Hardly anyone will notice. And those that do won't care.

Oh yes, the dream Porsche of your life. For less than you ever dreamed possible. On roads that are clear of congestion. It's a whole new era for us lucky few, the automotive enthusiasts of the planet.

We're trending to very good news, indeed. ■

More room on the road may be a byproduct of the demise of the car culture ... and that's good news. Photo from July, 2013, Arrive and Drive by E.C. Mueller.



914 Tech Session Offers Advice, Conversations

by Chuck Hervey / Photos by Steve Knepper

The 914 tech session, hosted by longtime members Steve Knepper and Paul Kust at Mt. Scott Motors on Sunday, January 18, was a “super” way to spend a Sunday afternoon (we kept track of the Seahawks).

Steve and Paul, through showing videos and initiating conversations, presented an event about 914s, but I found the information shared is, in many ways, applicable to all automobiles and some trucks. General winter maintenance, cv joints, brakes, and rubber replacement seemed, in many areas, to overlap information applicable to all Porsches and other autos.

There was much information shared on locating hard-to-find parts, and about how to repair a particular problem. Steve and Paul, along with Steve’s son, Grant, had their pristine and very much original 914s on display. Wes Andrews, a now-retired, longtime mechanic at Motor Sports International, also offered to all his insight on the maintenance and repairability of 914s, and Porsches in general.

The afternoon tech session flew by, and there was plenty to eat and drink (brought and shared by those in attendance). There were members to meet and become acquainted with, through sharing our Porsche stories. To this member, that is what tech sessions are all about—different types of Porsches and their individual owners, learning and sharing.

On that note: whenever you read or hear about an Oregon Region event which may be outside your “comfort zone,” give some thought to attending. You won’t be disappointed! ■

Top: A good showing of 914s out in the weather ... Porsche’s an all-weather car, according to vintage ads!
Left: Paul Kust discussing the European turn signal modification and kit installation offered by Camp914.com, and rubber part replacement from 914.rubber.com, a couple of local vendors of parts for our cars.

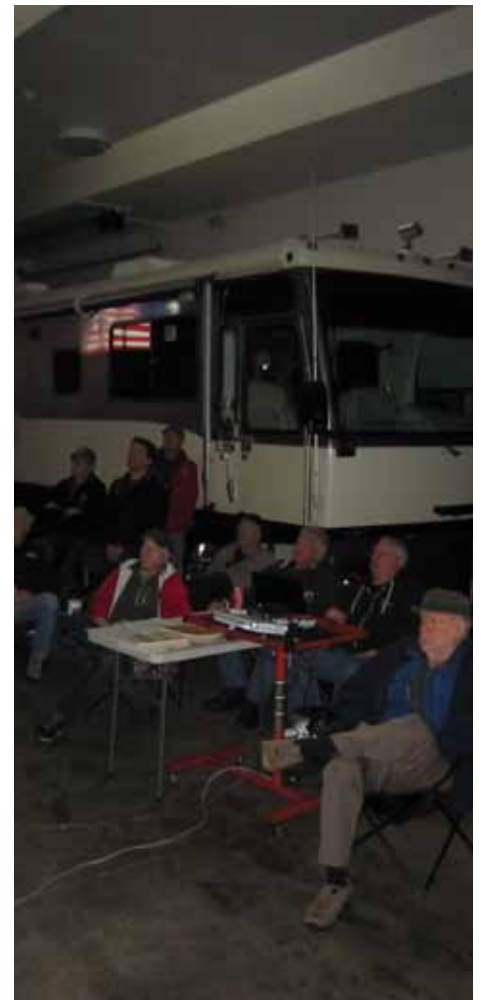


MORE PHOTOS FROM THE 914 TECH SESSION ON FOLLOWING PAGE

914 TECH SESSION, CONTINUED



Top: Wes Andrews talks about engine modifications and failures. Above: Grant Knepper, at front of car, discussing the originality of his very own low-mileage 1976 914. Right and far right: Members gather around to view presentation on the big wall, a series of 914 videos and vintage Porsche ads, along with video presentations of rear caliper rebuilding from pmbperformance.com for parts and CV joint reconditioning tips and tricks.



911 Tech Session Features Phenomenal Cars in Ideal Setting

by Jim Cummings / Photos by Josh Bryan



Matt Crandall's GT 3 cup racecar exploded in the Speed Sports shop.

It was a beautiful morning on Saturday, February 21 in Portland, and the GT3 Tech Session at Speed Sports in Milwaukie made it all the brighter.

Speed Sports is a one-stop fun shop for Porsche enthusiasts, and all car people, for that matter. At any given time they have 15 very interesting Porsches for sale on their lot. Immaculate 930s, pristine vintage 912's, barn finds ... you name it! That, in addition to about 50 other enthusiast cars of other makes on the lot ... but who cares about other makes? There are always enough Porsches here to amaze any fan for an hour.

Built in a former Keg Steakhouse restaurant, Speed Sports has a large, nice indoor showroom with Porsches, motorcycles, race cars, karts ... anything and everything "go fast." It is more than just "pre-owned" dealership, though.

Owner Matt Crandall is an obsessive car guy, and a BIG Porsche brain, who loves living his life around them. Matt makes no bones about it ... Speed Sports is in existence to fund and feed his RACING HABIT! He travels the country campaigning his GT3 Cup racecar. He races the Pirelli GT3 Cup Series "Gold Class," and SCCA GT2 class. These cars are the factory-only issued cars that are basically a GT3 with everything frivolous, luxurious, or just too heavy stripped off. With 425 HP, the six speed inline sequential manual transmission takes 25 pounds of pressure to pull or push into the next gear. Careful! Don't break your arm!

Matt hosted the crowd of 50 ORPCA members to good coffee, donuts, bagels and cream cheese, fresh fruit, and juice. He also has an espresso bar in-store. He began the session with an overview of the event, then raffled off some SS/ Porsche tee shirts, a full auto detail in his shop, and a photo session of a lucky winner's car in his photo studio.

We then went back through the detail shop, where we were told about the detail services available, then into the SS mechanics shop. There, Matt had "exploded" his GT3 Cup car: Fat race tires off, giant brakes exposed, bonnets open with that mighty motor on full display. He had two cars, actually, so everyone got to see up close. Matt explained what sets these phenomenal cars apart from your and my street Porsches, and answered any and all questions. This was a very interesting and comprehensive presentation on an amazing car that few people ever get to stand next to. *(Continued on next page)*

911 TECH SESSION, CONTINUED

(Continued from previous page)

From there, Matt led us across McLoughlin to his restoration shop. At any given time, they have half a dozen cars in restoration, mostly Porsches. He recruited Jesse Kloberdanz, a deeply experienced Porsche restorer, out here from Montana to oversee the restoration shop. This guy is another giant Porsche brain and pays meticulous attention to detail!

Next, we walked next door to the Speed Sports photo studio. This part of the session was my favorite. Matt's associate, Josh Bryan, is a professional photographer. He has built in this large warehouse space an all blacked-out photo studio, with a car-sized motorized turntable, and soft but bright overhead lighting. With this setup and his arsenal of pro gear, he essentially shoots "Boudoir" shots of your car! Jennifer Aniston has never had a photo shoot nicer than what Josh can do in this studio. All the pictures accompanying this article were shot by Josh. Tom Floyd was the lucky winner of a free shoot, and his silver 911, right off the street, looked like a million bucks!

This was a super tech session and a great way to kick off 2015! Our thanks to Matt Crandall and his team for putting on a great, fun and educational session for our members! All the guys at Speed Sports are maniacal car guys first and foremost. Check out the website at SpeedSports.net.

Until next time ... Drive it like you stole it! ■

Jim Cummings is a ORPCA member and a new contributor to Anzeiger. He owns a 2005 987 (driver) and a 1978 911SC, currently in a restoration project at Speed Sports.



Above: ORPCA members stroll at the indoor showroom at Speed Sports. Below: No-nonsense fuel cell.



MORE PHOTOS FROM THE 911 TECH SESSION ON FOLLOWING PAGE

91 | TECH SESSION, CONTINUED



Left: Matt's team members GT2 cup racer, also on display. Below: Interior shot of Tom Floyd's turbo. Middle right: Seven Porsches in the showroom. Middle left: Nice brakes! Bottom: Tom Floyd's "boudoir" Turbo. Nice!



© JSBFoto



Tech Session at Matrix Integrated

Saturday, March 14, 9:00 a.m. to 11:00 a.m.

REGISTER VIA: Jeremy@Matrixintegrated.cc. RSVP by March 9

Matrix Integrated, 4000 SW Macadam Avenue, Portland, OR 97239

Take the cover off the Porsche, unclip the battery tender and come on down to Matrix Integrated for an enlightening tech session. We will be discussing those shiny, matte, or even rashed round objects that allow our vehicles to go from point A to B! Refreshments will be provided.

AX Tech Session at Matrix Integrated

Saturday, March 7 / Sunday, March 8 / Saturday, March 14

Our 2015 ORPCA Autocross season is right around the corner. This year we will have three Annual Autocross Tech days in an effort to cut down our long tech lines at each event. Jeremy of Matrix Integrated, has offered us the use of his shop from 8 am to 11 a.m. on Saturday, March 7, and Sunday, March 8. The third tech will be held Saturday, March 14 from 12 noon to 3 pm. The inspections will be held inside so weather will not be a factor. Please go to our Rules and Regulations, Tech Inspections at <http://www.oregonpca.org/events/autocross/rules-regulations/> to be sure you know what we will be looking at. Please be prepared. This is a free service and only intended for ORPCA Autocross participants.

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March Social & Dinner

Wednesday, March 18, 6:00 to 8:00 p.m.

REGISTER VIA: socialevents@oregonpca.org

Fenders Moto Cafe

4336 South East Woodstock Boulevard
Portland, OR

Hosted by Cherie Reins

Social Hour: 6:00 p.m. to 7:00 p.m. / Dinner: 8:00 p.m. to 9:00 p.m.

Fenders Moto Cafe is a family friendly restaurant located in the historic Woodstock neighborhood. Our displays include vintage motorcycles and numerous memorabilia from some of the northwest top motorcycle collectors and racers. Our menu has something for everyone from hamburgers, sandwiches and salads; to seafood, ribs and daily specials including a childrens menu. Our full bar has a great selection of beers on tap as well as alcoholic and non-alcoholic beverages. To view their menu go to: <http://www.fendersmotocafe.com/Menu/0/Menu.aspx>



Tire Rack Street Survival 2015

Sunday, March 8, PIR

On Sunday, October 12 at Portland International Raceway, the Sports Car Club of America (SCCA) Oregon Region will host a Tire Rack Street Survival® driving school. During this one-day class, students gain valuable new skills to improve their driving techniques on the road. Students drive their own cars through real-world emergency driving exercises, with an instructor in the next seat to provide immediate feedback.

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Due to the generous sponsorship of the Tire Rack, the SCCA Foundation, the BMW Club of America Foundation, and Michelin Tire—along with local Oregon and Washington racing community volunteer—the total out of pocket cost per student is only \$75!

Licensed drivers age 16 to 25 are eligible to participate. Students must supply their own vehicle in safe, running condition, along with proof of insurance, and a valid driver's license. 15½ year old students with valid learning permits and six months driving experience are eligible to participate. Note: due to insurance regulations, SUV's, vans, and trucks participating in this program must be equipped with electronic stability control or have NHTSA 3 Star or better rollover rating.

For more information on Street Survival and/or to sign up, please visit <http://streetsurvival.org>. Region contact for students, parents, and instructors: Jim Weidenbaum, Oregon Region SCCA, Street Survival Chair 503.367.4789 streetsurvivalpdx@hotmail.com ■



Drivers Skills Clinic and Autocross I & 2

Saturday, March 28, PIR

Sunday, March 29, PIR

REGISTER VIA: axwaresystems.com/axorm/

CLUB CONTACT: Todd Averitt, taverittster@gmail.com

This ORPCA Autocross year begins with the opportunity for you to take advantage of two full days of driving, beginning with a Driver's Skills Clinic (DSC), then two full autocrosses.

Drivers Skills Clinic. Our DSC features a skid pad to improve your on-limit car control. Our DSC also includes slaloms, a pivot cone, and a few other aids to help develop your timing and line, looking and planning further ahead, positioning your car with early and late turn-in as well as braking exercises to enhance your ability to be quick and in control.

We provide on-on-one support to guide and help you understand what is taking place between you and car. The event is open to drivers of all skill levels. Drivers will experience, in their own car, with our instructors, autocross techniques ranging from the very basic to more advanced. It is a great way to build new skills, gauge the limits of your car, or just get back in shape after a long winter.

DSC Time and Cost: 7:30 a.m. to 11:00 a.m. The Skills Clinic will be limited to 20 drivers. Entry also includes Autocross #1. Cost \$75. No walk-ups for the DSC portion accepted. Pre-registration for DSC can be made online through axwaresystems.com/axorm/. Online registration opens January 23 for ORPCA/PCA members; registration for Non-PCA members' opens February 22. The last day to register for this event online will be March 25.

Autocross #1 will be held immediately following the DSC. It is open to everyone. It is the first event which counts toward our run for the Class Points Championship. Preregistration has been changed for this year, so be sure to read about them at our website: <http://www.oregonpca.org/events/autocross/registration/>. A change for this year is you must pay at the time you register, and each event will have a specific signup period. Autocross #1 will be held in the North Paddock (the center of the track). Access will ONLY be available through the main gate and the South Paddock. The Alfa Club will be using the track Saturday, and they will direct and assist you through a safe track crossing. Be prepared to wait. We will wait for you before we begin.

Autocross #1 Time: Registration opens at 11:30 a.m. Walk-ups are accepted. There will be a mandatory 12:30 p.m. Drivers meeting, with first car out at 1:00 p.m. Instructors will be available and are recommended for first-time drivers. Preregistration for this event can be made online through axwaresystems.com/axorm/. Preregistration online for ORPCA/PCA members opens January 23. Preregistration for non-members is February 22. The last day to pre-register for this event online will be March 25. *(Continued on next page)*



(Continued from Previous Page)

Autocross #1 Cost: Entry fees for Autocross #1 are as follows: Trophy Pass holders: no charge, register at event only to verify work assignment and run group. ORPCA/PCA members preregistered online: \$35. ORPCA/PCA members at the gate: \$45. Non-PCA members Trophy Pass holders: no charge, register at event only. Non-PCA members preregistered online: \$40. Non-PCA members at the gate: \$50. Everyone needs to check in at registration at time of arrival to verify car number, run group, and work assignment.

Autocross #2 will be held in the North Paddock. It is open to everyone. It is the second event which counts toward our run for the Class Points Championship. Access to Sunday's event will ONLY be available through the West Gate at turn 8. If you need a map, contact Todd Averitt. The NHRA will be using the entire front straightaway, so access at any point along the south side of the track will be prohibited.

Autocross #2 Time: Registration opens at 7:30 a.m. Walk-ups are accepted. There will be a mandatory 8:30 a.m. Drivers meeting, with first car out at 9:00 a.m. Instructors will be available and are recommended for first-time drivers. Preregistration for this event can be made online through axwaresystems.com/axorm/. Preregistration online for ORPCA/PCA members opens January 23. Preregistration for non-members opens February 22. The last day to preregister for this event online will be March 25.

Autocross #2 Cost: Entry fees for Autocross #2 are as follows: Trophy Pass holders: no charge, register at event only to verify work assignment and run group. ORPCA/PCA members preregistered online: \$35. ORPCA/PCA members at the gate: \$45. Non-PCA members Trophy Pass holders: no charge, register at event only. Non-PCA members preregistered online: \$40. Non-PCA members cost at the gate: \$50. Everyone needs to check in at registration at time of arrival to verify car number, run group, and work assignment. ■

2015 Autocross Schedule

Autocross is a precision sport, much like, say, billiards, shooting or golf. You must be precise and consistent, all the while driving so fast you can barely concentrate" —Mark Sirota

Autocross events are an all-forward motion driving skill contest. Each driver is individually timed to the thousandth of a second, over a short, miniature road course clearly defined using traffic cones. Cars compete one at a time in a class with similar cars. An event can be held on any flat paved surface, usually a parking lot, or airport apron or runway.

Autocross emphasizes driver skill and vehicle handling rather than just speed. The corners are tight, and there are lots of them, so the driving is exciting and challenging. Autocross speeds do not exceed those normally encountered in highway driving.

The skills you learn and practice here; smooth transitions, enhanced braking, and skid correction, will have an immediate impact on improving the safety and skill of your street driving. Autocross is an excellent way to teach car control to young drivers in a safe environment.

Autocross is also a very social sport, filled with some of the friendliest people you'll ever meet. The camaraderie of the drivers is a special part of autocrossing that is profoundly satisfying.—Todd Averitt, Autocross

Drivers Skills CL/AX #1	March 28	PIR north pits	AX #6	July 19	PIR south pits
AX #2	March 29	PIR north pits	AX #7	August 23	PIR south pits
AX #3	April 26	PIR south pits	AX #8	September 20	PIR south pits
AX #4	May 17	PIR south pits	AX #9	TBA	
AX #5	June 28	PIR south pits	Awards Dinner	October	TBA

Spring Clean at Matrix Integrated

Saturday, April 11, 9:00 a.m. to 1:00 p.m.

REGISTER VIA: oconnor-m@comcast.net

Matrix Integrated
4000 SW Macadam Avenue
Portland, OR 97239

After great reviews of the 2014 Spring Clean & Detail event, we decided to repeat this event in 2015. So, take the cover off the Porsche, unhook the battery charger and bring your car down to Matrix Integrated. There will be experts on hand to take care of those paint chips, paint-less dent removal, a windshield and glass pro and a wheel repair tech for those nasty curb rashes.

Get all of those services at one site and at a club discount! Bring those Porsches to the pros! ■



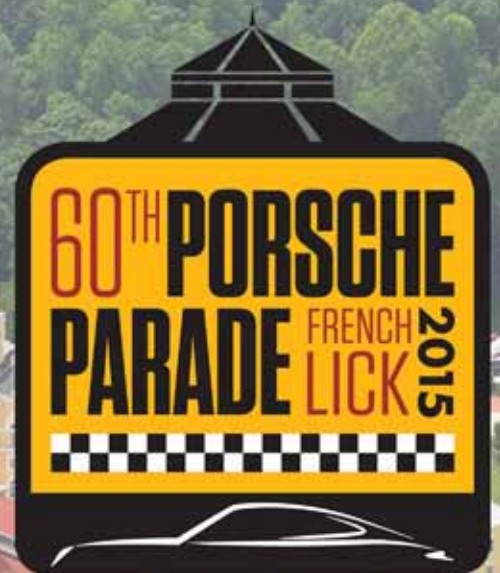
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JUNE 5/7 GOLDEN GATE REGION
MAZDA LAGUNA SECA
RACEWAY

AUG. 15-16 ROCKY MOUNTAIN REGION
HIGH PLAINS RACEWAY

SEP. 5-6 GOLDEN GATE REGION
THUNDERHILL RACEWAY

SEP. 18/20 INTERMOUNTAIN REGION
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SEP. 26-27 SAN DIEGO REGION
WILLOW SPRINGS RACEWAY

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Winners will receive major credit in the magazine, so all your Porsche friends will know how great a talent you are. Send your entries to: Bob Schatz, Photo Editor, at bob@allusaarchitecture.com ■

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■ PARTS FOR SALE



Both front brake rotors for a 2001 Boxster S. They are brand new still in box. Brand name is BALO, they are just as good as Porsche. Bought them through Pelican Parts for \$234 for the pair. I believe they fit 1998 - 2004 Boxsters but please verify. Bob Schatz (503) 260-7286 (3/15)

Winter tires: Michelin Pilot Alpin. Porsche factory wheel/tire package, selling tires only. Fits 235/40-19 and 265/40-19 from a 981 (late Cayman) 500 miles or less, asking \$400.00 total (for 4) plus shipping. Gordon Ledbetter 503.799.7496 (12/14)



\$325. Michelin Pilot Alpin snow tires for sale. Fronts: 225/40R18 8-9/32's tread (new is 10.5/32). Rears: 235/40R18 7-8/32" tread. The Alpines are in good condition. I don't know how many miles are on the tires as I bought the wheel/tire combination from a know-nothing dealer. I used them for 100 miles of use on my Boxster prior to switching to Sport Pilots. Contact David Derting, 503-579-6169 (1/15)

Porsche approved N-0 / OEM Michelin tires, perfect for your SC or 3.2 Carrera. Fronts: 205/55/16, Rears: 225/50/16. Only 1,754 documented miles. \$636.00 new—asking \$ 436.00 for the set. Contact Brian @ 503-314-2386 (1/15)



For sale: 4 Victor Lemans wheels for Porsche Carrera - sizes: 19x8 5-130 and 19x11 5-130 - removed from my '07 Carrera at sale of vehicle - 6,124 miles on wheels and in very good condition. Cost: \$340 new - will sell the four for \$500. total. Doug Stirling, dsstir@gmail.com, 503.703.6033 (1/15)

Used: Cayenne 18" Turbo wheels with chrome OE center caps \$1000 or best offer. New: Cayenne Serpentine belt/oil filter/ Porsche OE spark plugs. New: 964 Dual Mass flywheel & Sachs clutch Contact: S. Rabbani 503-489-8597 (1/15)

